

**Resource Agency Technical Committee**



## Illinois Route 29 Phase I Engineering Study Resource Agency Technical Committee First Meeting -- September 11<sup>th</sup>, 2002

ATTENDEES: See Attached Roster  
FROM: CH2M HILL  
DATE: September 13, 2002

The meeting was held at the Holiday Inn City Center in Peoria. John Anderson introduced the IDOT and consultant staff. Other attendees introduced themselves and described their affiliation.

Dick Stafford presented the study process and described the present status of the project. Questions were raised as to the cost of the Phase I study and whether the project is funded. It was explained that the only funding available now is for the Phase I study. No funds are currently available for the development of construction plans, land acquisition, or for construction itself.

Maureen Addis stressed the complexity of issues in the study area and that the group gathered for this meeting is diverse. By meeting together, everyone can hear the full range of issues. The department wants to be able to address as many of the concerns as possible. The more that is known about the non-engineering elements that affect the project, the better able the department is to minimize the negative effects and enhance the positive effects.

Mike Lewis presented the history of the project and described some of the engineering issues. Questions were raised concerning access to the facility. The difference in access policy between a freeway and expressway were discussed. It was explained that access to the expressway would be provided for agricultural field entrances and residences, but not for commercial uses. Need for the project was questioned. There was a brief discussion of some of the reasons for the project. There was also a discussion of the role of mitigation in the project. Charles Perino noted that IDOT is required by law to consider mitigation for wetlands and other types of impacts. He noted that the mitigation considerations bring closure to the impact discussion in the EIS. It was noted that wetland mitigation generally requires the conversion of agricultural land. Jim Hartwig indicated that he wants to be involved in wetland mitigation issues to insure that agricultural interests are part of the decision process.

Paula Green presented a summary of the environmental aspects of the project including natural areas and nature preserves in the study corridor. It was pointed out that Miller Anderson Woods, at the north end of the project, is both a natural area and nature preserve. She also described the known threatened and endangered species in the study area as well as the animal pathway investigations. Since the railroad serves as a levee, wetlands and

floodplains will not be affected as much as expected as long as the alignment is west of the railroad.

It was suggested that bridges over streams could also be used in connection with animal pathways.

Once the first round of environmental studies has been completed, there is still the potential for additional studies if warranted by specific concerns.

IDOT's policy is to first try to avoid impacts, then to minimize, and finally if necessary to mitigate. All options for dealing with impacts fall within these three categories. Mitigation is a wide range of actions.

Paula Green described how Section 4(f) of the U.S. Department of Transportation Act of 1966, a federal law, affects the alternatives to be studied. The law offers special protection to publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites. These are commonly called Section 4(f) land. The major involvement with Section 4(f) land on this project is where IDNR land borders IL 29.

In order to meet the requirements of this law, it is necessary to investigate alternatives which would totally avoid IDNR property. Although this is a study to widen IL 29, an alignment which would run on top of the bluff, west of Sparland, will need to be studied as an avoidance alternative to the use of land from the Marshall County State Conservation Area. This avoidance alternative would involve greater impacts to agricultural resources.

Biological surveys are three-quarters complete. For the four-season studies, only the fall surveys have not been made. This final round will be completed by the end of 2002. Chris Phillips gave a brief presentation of the findings. The surveys include everything the regulatory people need to make their decision.

David Nolan reported on archaeological investigations conducted to date in the study corridor. The main focus so far has been from Chillicothe to the northern terminus. To date, 125 prehistoric sites have been found ranging from single items to villages and burial mounds.

Detailed discussions of the animal pathway study and boundaries of natural areas, nature preserves, etc. were deferred to a future date.

An explanation was presented of the Spring Bird Count. This count, generally done the first week of May, documents resident and migratory birds passing through the survey area. Because the Illinois River is an important migratory flyway, the study area is an important survey area. The survey is done on a county basis and normally records are kept of species within publicly owned open spaces such as Miller Anderson. Another source of data for the project's EIS would be the Breeding Bird Atlas being published by DNR. The atlas contains data from a 5-year survey done between June and September. The focus of the survey was to document a wide range of information regarding bird breeding activity. This study may also have information specific to publicly owned land in the study corridor.

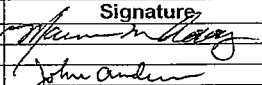
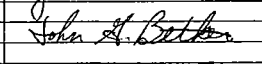

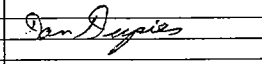
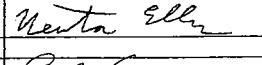
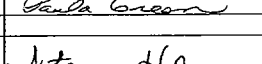
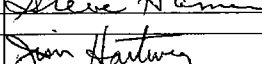
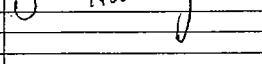
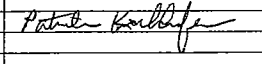
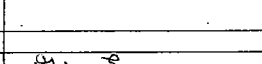
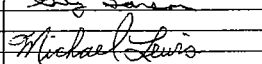
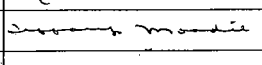
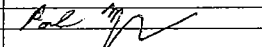

Dick Stafford presented progress to date in developing preliminary alignments from just south of Henry to I-180. All of the alternatives are planned to provide a 65-mph highway. Questions were raised regarding the spacing of access points to the new highway. The new roadway would also be accessible for farm equipment if it is an expressway. When alternative alignments have been refined and are presented at the next meeting, there will be more detail on access points.

Todd Bittner pointed out that the section just south of I-180 poses a particular problem because of the nature preserve/natural area (Miller Anderson Woods) located west of IL 29 and a bald eagle's nest east of IL 29. Eagles are better able to adapt to traffic than they are to intrusion by people. Moving IL 29 somewhat closer to the nest may not affect the eagles as long as access by humans was not increased. Todd Bittner mentioned that the two alignments shown that would result in the removal of the nesting tree would be least acceptable.

Dick Stafford explained that all of the alternatives shown stayed within the western right-of-way of IL 29 and would not require any land from that portion of Miller Anderson Woods that borders IL 29. State right-of-way in this area extends approximately 60 feet to the west from the centerline of the road. Todd stated that the southern pond may reach into the existing right-of-way.

The next meeting will be held in about six to eight weeks. A request was made that copies of typical sections of the preliminary alignments be available for the attendees at that time.

IL Route 29 Study - Technical Committee Meeting Sign-in Sheet - September 11, 2002

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| 4. Todd Bittner       | IL Dept. of Natural Resources (Miller-Anderson Wood Nature Preserve) Heritage Broc. ST | 815-224-8219         | tbittner@dnrmail.state.il.us                   |  |
| 5. Dan Dupies         | CH2M Hill  | 414-272-1052         | ddupies@ch2m.com                               |  |
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| 10. Joyce Hofmann     | IL Natural History Survey  | 217-244-2366         | jhofmann@mail.INHS.uiuc.edu                    |   |
| 11. Patrick Kirshofer | Peoria Co. Farm Bureau   | 309-686-7070         | peoriacfbm@bwsys.net                           |  |
| 12. Arlene Kocher     | Federal Highway Administration   | 217-492-4628         | arlene.kocher@FHWA.dot.gov                     |   |
| 13. Greg Larson       | IDOT - District 4, Peoria  | 309-671-3479         | larsongv@nt.dot.state.il.us                    |  |
| 14. Mike Lewis        | IDOT - District 4, Peoria  | 309-671-3474         | lewism1@nt.dot.state.il.us                     |  |
| 15. Tiffany Moodie    | Marshall-Putnam Co. Farm Bureau  | 309-364-2501         | mpfb@ocslink.com                               |  |
| 16. Paul Niedernhofer | IDOT - Springfield   | 217-524-1651         | niedernhofer@nt.dot.state.il.us                |  |

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| 24. Barb Traeger       | IDOT - Springfield  | 217-785-4245 | traegerbj@nt.dot.state.il.us       |
| 25. Heidi Woerber      | U.S. Dept. of Interior  | 309-793-5800 | heidi_woerber@fws.gov              |

David Nolan Chair of ITC

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| 19. Jim Saag        | CH2M Hill   | 773-693-3800<br>x 202 | jsaag@ch2m.com               | Jim Saag          |
| 20. Michelle Siome  | IL Dept. of Natural Resources, Heritage Biologist                       | 309-347-5119          | msiome@dnrmail.state.il.us   | Michelle Siome    |
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## Illinois Route 29 Phase I Engineering Study Resource Agency Technical Committee Second Meeting -- November 13, 2002

ATTENDEES: See Attached Roster

FROM: CH2M HILL

DATE: November 18, 2002

### Agenda Items 1 and 2 - Introductions/Meeting Minutes

The second resource agency meeting was held in the Training Room at the District 4 offices in Peoria. Mike Lewis began the meeting by welcoming technical committee members and covering a few house-keeping issues. He then asked the group whether there were any questions/comments on the minutes from the first technical committee meeting. There were no comments.

### Agenda Item 3 - How Alignments are Developed and Refined

Dick Stafford described the process the study team is using to develop and refine project alternatives. He explained that we are in the data gathering phase, collecting environmental, socio-economic, and engineering data. The environmental and socio-economic information that has been collected has been included in the GIS database and added to the project aeriels. As preliminary alignments are placed on the aerial, the project team attempts to avoid impacts to the resources. Dick noted that there is very little design information associated with the preliminary alignments, generally only its width. As such it is not possible to answer detailed questions about the alignment yet. The strategy at this early stage of the study is to eliminate alternatives that have obvious environmental and engineering flaws until a "reasonable range" of alternatives remains. These alternatives, which will be evaluated in detail in the Draft EIS, will have a greater level of engineering work conducted on them to better assess their impacts.

Dick presented exhibits that gave a conceptual explanation of permissible access along a freeway and expressway, the two types of facilities being considered under the Build Alternative.

### Agenda Item 4 - Typical Sections - Constrained Areas

Dick presented two "graphic-oriented" typical sections of the Miller Anderson Woods area showing how an improved IL 29 would fit between Miller Anderson and the existing railroad. The first typical section was the narrowest and included a median barrier between opposing lanes of travel. It also included retaining walls on the west (to avoid Miller Anderson) and on the east (to avoid the railroad). Closed drainage would have to be used with this option. The high construction costs associated with walls, and the lack of recovery room in the median are some of the notable features of this typical section.

The second typical section included an open median between opposing lanes of travel such as would be found in other parts of the study area. Because of the increased width of this typical section and the need to avoid Miller Anderson, this alternative proposes to relocate the railroad tracks east by about 50 feet for a distance of five to seven miles to obtain the necessary new right-of-way. The cost of relocating the railroad (estimated at \$5 to \$7 million), the greater wetland and floodplain impacts (as compared to the compressed section), and the closer proximity of the new highway and railroad to the bald eagle nest were noted.

Dick noted that both typical considerations would remain under consideration during the alternatives development phase.

#### Agenda Item 5 - Project Need Considerations

Dan Dupies summarized the information under the major headers of the Purpose and Need Statement. He noted that it is a work in progress subject to change as the data gathering phase progresses. The project purpose is to enhance transportation continuity between IL 6 and I-180 by improving IL 29 to be a safe and efficient high-type highway that will serve existing and future travel demand while minimizing disturbance to the natural and built environment. The project need includes 1) System Linkage and Continuity, 2) Modal Interrelationships, 3) Travel Efficiency, and 4) Enhanced Economic Stability. A hard copy of the slides Dan used during the Purpose and Need presentation are attached to the minutes.

#### Agenda Item 6 - Natural Areas

Paula Green asked Patti Reilly from DNR to discuss nature preserves, natural areas, and other designations found on DNR property along the IL 29 corridor. Patti explained that in the early 1960's, in an effort to save the "best of the best" remaining natural areas in Illinois, the Nature Preserve Commission requested the development of a list of all parcels in the state whose highest and best use was preservation as a natural area. The list of parcels became the Illinois Natural Areas Inventory, and from that list the Commission selects properties to designate as nature preserves. Nature preserves, which can be publicly or privately owned, open or closed to the public, are established with the most restrictive use agreements of all DNR property. In general, nothing can be done to a preserve that would change the environmental landscape (natural conditions). All nature preserves are also considered natural areas because they were part of the Natural Areas Inventory. Any potential impacts to a nature preserve would require consultation with/approval from the Nature Preserves Commission.

Natural areas, which are also listed on the Illinois Natural Areas Inventory, have no protection in and of themselves. Impacts to natural areas would require consultation with DNR if threatened and endangered species would be affected. If wetlands within natural areas would be affected, it would require coordination under the Interagency Wetland Policy Act.

Natural areas include an area large enough to encompass the natural resource feature and a buffer to protect/manage it. The natural area's boundaries are biology based, they are not based on property lines. A change to or confirmation of the natural area boundaries requires the assistance of DNR's biologists and approval by the Natural Area Commission. It was noted that the project team would need DNR's assistance in identifying exactly where the

east boundaries are located for three natural areas south of Sparland. In a discussion following the meeting, Michelle Simone stated that she would contact Paula Green following DNR's burn season to establish a date(s) to review the three natural areas. The review may not occur until January. Michelle requested that CH2M HILL develop aerial maps of the three areas with contour information to help delineate the boundaries.

Todd Bittner noted that the bald eagle nest east of IL 29 and an area within a 0.25-mile radius of the nest has been added to the Miller Anderson natural area inventory site.

Patti noted that there are other designations on DNR owned property. She noted that there are state natural areas, state fish and wildlife areas, recreation areas, and state conservation areas. There is a portion of Miller Anderson that is designated as state natural area.

#### Agenda Item 7 - Preliminary Alignments

Dick began the discussion by reminding the group that the study corridor has been divided into three segments for alternatives development purposes, a north segment that extends from I-180 to south of Henry, a central segment that extends from south of Henry to north of Chillicothe, and the south segment that extends from north of Chillicothe to the Illinois Route 6 highway stub. He noted that during the first meeting we reviewed the full range of alternatives in the north segment. Since that meeting the project team developed interchange footprints that were needed to better understand and avoid impacts. Dick then reviewed the alternatives within the three sections in the north segment.

The alternatives recommended for elimination in the north segment were alternatives through Henry because of the high number of displacements at the proposed Illinois Route 29 and Illinois Route 18 interchange, and the difficulties that alternative created for providing safe access to the high school and county fairgrounds. The alternatives that remain under consideration in the Henry area (section 1) are those that are located 0.5 mile to 1 mile west of Illinois Route 29. Those alignments have interchanges with Illinois Route 18. Mike Lewis reminded the group that although alternatives are recommended for elimination now, it does not preclude them from being re-evaluated later in the study. If for example, the City of Henry would express interest in a through town alignment, we would re-evaluate it.

In section 2 of the north segment (Putnam area), there are 5 alternatives being evaluated. The "one-way pair alternative" through Putnam in this section was deemed unreasonable and dropped. The alternative that crossed through the ridge where Chief Senachwine is buried was also eliminated. Dick noted that there are no interchanges in this area because of the lower traffic volumes. Three alternatives in this section are being carried forward. The width of the alternatives in this section ranges between 150 to 300 feet.

In section 3 (Miller Anderson Woods area), the one-way pair alternative with the railroad in the middle was eliminated. The cross section of the alternatives has been compressed (approximately 150 feet wide) to avoid Miller Anderson requiring the use of retaining walls. A compressed diamond interchange is being considered at the intersection of Illinois Route 29 and Kentville Road, with some realignment of Kentville Road. An alternative relocating the railroad tracks is also being considered to avoid Miller Anderson.

IL Route 29 Study - Technical Committee Meeting Sign-in Sheet - November 13, 2002

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Todd said he is concerned about the impacts along the proposed realignment of Kentville Road and the proposed interchange there. He noted impacts to the high-quality woods east of the intersection as an example of the type of impact he would like to avoid. To eliminate those impacts, Todd suggested developing an alternative that would leave the Kentville Road/IL 29 intersection in its current location and move the proposed interchange with IL 29 north and east to I-180. It was noted that wetland impacts could increase notably with an interchange along I-180. There would also be potential operation issues with an interchange in that location.

Patti Reilly asked whether any alternatives were evaluated off-alignment west of Miller Anderson. It was noted that IDOT have been charged with using as much of IL 29 as possible. In addition, the agricultural impacts associated with a west bypass of Miller Anderson were one of the reasons why that alternative was strongly opposed during the earlier Heart of Illinois Study.

Some one asked whether IDOT could consider a 4-lane undivided facility along the north portion of the study area to reduce impacts. Dick noted that research and analyses of existing 4-lane undivided highways have shown that those types of roads are much less safe than a divided facility. Moreover, undivided highway have a greater potential for increased accidents including head-on collisions. It was also pointed out that FHWA, for safety reasons, would not fund that type of highway.

Dick also reviewed the full range of preliminary alternatives in the central project segment (south of Henry to north of Chillicothe). This segment has also been divided into three sections for analysis purposes. There is one alternative in this segment along the length of IL 29. In Sparland, Dick noted that consideration is being given to relocating a portion of the railroad to minimize impacts in the community. Dick said the project team is considering alternatives in the bluffs to avoid potential impacts to Marshall County State Fish and Wildlife land that is located on both sides of IL 29. Section 4(f) regulations require analysis of an avoidance alternative. The bluff alternatives, which are aligned to follow property lines and existing roads such as Hardscrabble Road, would affect more woodlands and cropland than the improvements along IL 29. It was noted that agricultural interests would not support alternatives west of IL 29 because of their impacts to cropland.

#### Agenda Item 8 - Next Technical Meeting

No specific date was set, but Paula noted the next meeting would be in mid- to late January. IDOT will send out an e-mail with the exact date.

|                       |  |              |  |                          |
|-----------------------|--|--------------|--|--------------------------|
| 14. Arlene Kocher     | FHWA   | 217-492-4628 | <a href="mailto:arlene.kocher@FHWA.dot.gov">arlene.kocher@FHWA.dot.gov</a>           | <i>Arlene Kocher</i>     |
| 15. Greg Larson       | IDOT – District 4, Peoria  | 309-671-3479 | <a href="mailto:larsongv@nt.dot.state.il.us">larsongv@nt.dot.state.il.us</a>         | <i>Greg Larson</i>       |
| 16. Mike Lewis        | IDOT – District 4, Peoria  | 309-671-3474 | <a href="mailto:lewism1@nt.dot.state.il.us">lewism1@nt.dot.state.il.us</a>           | <i>Mike Lewis</i>        |
| 17. Tiffany Moodie    | Marshall-Putnam Co. Farm Bureau  | 309-364-2501 | <a href="mailto:mpfb@ocslink.com">mpfb@ocslink.com</a>                               | <i>Tiffany Moodie</i>    |
| 18. Paul Niedernhofer | IDOT - Springfield   | 217-524-1651 | <a href="mailto:niedernhofer@nt.dot.state.il.us">niedernhofer@nt.dot.state.il.us</a> | <i>Paul Niedernhofer</i> |
| 19. David Nolan       | University of Illinois-ITARP   | 309-837-3097 | <a href="mailto:djnolan@uiuc.edu">djnolan@uiuc.edu</a>                               |                          |
| 20. Charles Perino    | IDOT – Springfield   | 217-785-2130 | <a href="mailto:perinoch@nt.dot.state.il.us">perinoch@nt.dot.state.il.us</a>         | <i>Charles Perino</i>    |
| 21. Chris Phillips    | IL Dept. of Natural Resources  | 217-244-7077 | <a href="mailto:chrisp@inhs.uiuc.edu">chrisp@inhs.uiuc.edu</a>                       |                          |
| 22. Jan Piland        | FHWA   | 217-492-4989 | <a href="mailto:janis.piland@fhwa.dot.gov">janis.piland@fhwa.dot.gov</a>             |                          |
| 23. Larry Rice        | IL. Dept. of Natural Resources – Marshall Co. State Fish & Wildlife Area | 309-246-8351 | <a href="mailto:lrice@dnrmail.state.il.us">lrice@dnrmail.state.il.us</a>             |                          |
| 24. Jim Saag          | CH2M HILL  | 773-693-3800 | <a href="mailto:jsaag@ch2m.com">jsaag@ch2m.com</a>                                   |                          |
| 25. Terry Savko       | IL Dept of Agriculture   | 217-785-4458 | <a href="mailto:tsavko@agr.state.il.us">tsavko@agr.state.il.us</a>                   | <i>Terry Savko</i>       |
| 26. Michelle Simone   | IL. Dept. of Natural Resources, Heritage Biologist                       | 309-347-5119 | <a href="mailto:msimone@dnrmail.state.il.us">msimone@dnrmail.state.il.us</a>         | <i>Michelle Simone</i>   |
| 27. Dick Stafford     | CH2M HILL  | 773-693-3800 | <a href="mailto:rstaffor@ch2m.com">rstaffor@ch2m.com</a>                             | <i>Dick Stafford</i>     |

## Illinois Route 29 Phase I Study

### Resource Agency Technical Meeting

### May 19, 2003

ATTENDEES: See Attached Roster  
 FROM: CH2M HILL  
 DATE: May 19, 2003

Paula Green began the meeting at 10:10 a.m. with a presentation of the project Purpose and Need statement.

Pat Kirchhofer raised a question regarding the comparison of crash rates on IL 29 with statewide averages. There are two sections of IL 29 (out of six total sections) where the current crash rate is greater than the average for similar highways throughout the state.

Paula Green and Dick Stafford then presented the alignments that were considered for improvement of IL 29. The alignments were presented in three study sections - south, central and north. Preliminary estimates of impacts were also presented for each of the alignments to be carried forward.

In the Central Section, Paula Green explained that both the bluff alignment and the alignments along existing IL 29 would be taken to the public meetings to obtain a good representation of public opinion as to the options. It was asked whether the railroad has been contacted yet. Dick Stafford replied that they had.

Paula Green and Dick Stafford explained the difficulties in providing an improved facility on the present alignment of IL 29 through Henry. They also described the range of alternatives that were considered north of Henry, through Putnam. Pat Kirchhofer asked about the width of the proposed right-of-way and the acreage of farmland to be taken by alternative bypass alignments.

Dick Stafford indicated that river otters were included in the threatened and endangered species impacts. Paula Green suggested that the river otters be removed from the impact summaries because it is not expected that the highway would affect their habitat. Dick also explained how the area of various impact categories was measured. On new alignments off of existing IL 29, a 300-foot right-of-way width was assumed. IDOT right-of-way was subtracted from the total right-of-way when the alignment used existing IDOT right-of-way.

Paula Green explained that, at this time, we expect to carry alternative alignments through the environmental impact statement.

Steve Hamer asked if matrices of impacts for the various alignments would be provided. Dick Stafford responded that they would.

|                     |                        |              |                              |                 |
|---------------------|------------------------|--------------|------------------------------|-----------------|
| 28. Barbara Stevens | IDOT - Springfield     | 217-785-4245 | stevensbh@mt.dol.state.il.us | Barbara Stevens |
| 29. J. D. Stevenson | FHWA                   | 217-492-4638 | jerry.stevenson@FHWA.dot.gov |                 |
| 30. Barb Traeger    | IDOT - Springfield     | 217-785-0202 | traegerbh@mt.dol.state.il.us | Barb Traeger    |
| 31. Heidi Woebler   | U.S. Dept. of Interior | 309-793-5800 | heidi_woebler@ius.gov        | Heidi Woebler   |
| 32. Wayne Herndon   | IDNR - DRC             | 309-347-5119 | wherndon@dnr.state.il.us     | Wayne Herndon   |
| 33. Pat Kirchhofer  | IDNR - DRC             |              | pkirchh@dnr.state.il.us      | Pat Kirchhofer  |
| 34.                 |                        |              |                              |                 |
| 35.                 |                        |              |                              |                 |
| 36.                 |                        |              |                              |                 |
| 37.                 |                        |              |                              |                 |
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| 39.                 |                        |              |                              |                 |

Pat Kirchhofer asked if there has been any economic study of the loss of farmland due to highway construction. He pointed out that the loss of farmland would have the effect of reducing traffic by trucks carrying the farm products. Terry Savko indicated that IDOA has procedures to estimate the crop loss resulting from taking farmland out of production.

Paula Green concluded the meeting at 11:10 a.m. with an announcement that public information meetings will be held on June 11<sup>th</sup> and June 12<sup>th</sup>. A newsletter announcing the meetings will be sent out soon.

## MEETING SUMMARY

CH2MHILL

## Illinois Route 29 Study Technical Advisory Committee Meeting

### January 20, 2004

ATTENDEES: Attendance Roster attached.  
 FROM: CH2M HILL  
 DATE: February 5, 2004

The Illinois Route 29 (IL 29) Technical Advisory Committee meeting was held on January 20, 2004 at the Department's District 4 office. Mike Lewis/IDOT began by having the attendees introduced themselves. He then gave an overview of the project as well as the meeting purpose, which is to maintain an open forum with opportunity for agencies to provide their input.

Mike turned the presentation over to Dan Dupies who noted that the meeting allowed the project team to update the group on progress since the last meeting in additional alternatives screening and the start of alternatives design. Dan then reviewed the meeting agenda before summarizing progress on the project. A brief description of the information presented by the project team follows.

#### First Public Information Meetings

Dan reviewed the general themes heard at the Henry and Chillicothe meetings which included concerns about impacts to agricultural land as well as businesses. He also reviewed the project-related resolutions local communities passed supporting some level of improvement in the study area and letters received from organizations opposed to the proposed improvements.

#### First NEPA Meeting

Dan said the purpose of the meeting was to obtain agency input/concurrence on the Purpose and Need Statement and the range of alternatives to carry forward. He noted major agency were minimizing impacts to agricultural lands, protected species and natural areas as the project moved into the design phase.

#### Field Studies

Dan summarized the project's three main field studies, the Illinois Natural History Survey (INHS) field report, the Illinois State Geologic Survey (ISGS) Preliminary Environmental Site Assessment (PESA), and the cultural resources survey.

Dan emphasized the importance of the INHS field report, which characterizes a wide range of environmental resources in the project area, in helping the project team avoid/minimize impacts to these resources as design proceeds. The INHS report findings will be used in the

"Affected Environment" portion of the EIS as well as to help the team to assess impacts to resources that cannot be avoided by the reasonable range of alternatives.

In reviewing the to PESA reports, Dan noted that ISGS developed construction stipulations for 14 contaminated sites that could be affected by the proposed improvements.

Dan reviewed the ongoing process of identifying structures potentially eligible for the National Register of Historic Places within the project corridor. He also mentioned that one potentially eligible farmstead may be impacted by the proposed improvements in the north section. Dan also noted that the archaeological research that has been done to date has identified burial mounds within the project corridor.

### Alternatives Screening/Design Summary

Dan introduced Kim Kolody who reviewed the additional alternatives screening in the south and central sections since the last TAC meeting. He also noted that Paula Green would discuss screening and design progress in the project's north section.

#### South Segment Alternatives Screening

Kim began the south section discussion stating that a new alternative, S-6, had been added to the west side of the Caterpillar property. Kim indicated that Alternative S-6 had been suggested at the first public information meeting and would be carried forward for further study. The project team is recommending that Alternative S-4 be dropped from further consideration because it would not serve transportation needs in the area as well as S-6.

At Chillicothe, Alternative S-5 was dropped and Alternative S-4 retained because S-4 complies with Chillicothe's Comprehensive Plan better and has less impact to the gravel pit than S-5. Northwest of Chillicothe where the alignment would cross the Senachwine Creek floodplain, S-5b was eliminated and S-4b was modified to decrease the longitudinal floodplain impact.

Dan reviewed the South Section alternatives' impacts. He noted that the south section is dominated by farmland and that most impacts were, therefore, to farmland. Dan reviewed the different land uses included in "Total Farmland" and "Cropland" impacts. He also indicated that the impact to Rutherford Sports Park by Alternative S-6 will likely be avoided with further design modifications. A question was asked about the park's ownership and existing/future land use. Dan stated that the park is currently cropland. Paula Green said that Peoria Park District (the property owner) would be contacted to determine whether future land use if it would indeed be impacted would be affected if Alternative S-6 were further developed.

#### Central Segment Alternatives Screening

Kim then reviewed alternative refinements in the central section. She noted that Alternatives C-2 and C-3 were going to be carried forward and that C-2 was the "avoidance alternative." At the south end of the central section, Alternative C-2a has been retained and C-2 was dropped because C-2a provided the best opportunity for a connection to Chillicothe. Rather than staying on alignment through Sparland (Alternative C-3), which would have impacted approximately 30 residences, the project team selected Alternative C-3a which is located east of IL 29. A question was asked about the reason for keeping

Alternative C-2 (bluff alignment). Dan responded that because IDNR property along IL 29 south of Sparland could be affected by the proposed improvements, the project team was required to evaluate an alternative that would avoid the impact. Alternative C-2 serves as that avoidance alternative.

Dan continued with a discussion of the impacts in the central section. He stated that there are different floodplain impacts between the two alignment alternatives. Dan emphasized that minimal engineering design has occurred in the south and central sections and that the numbers associated with the impacts are rudimentary at best and that as the design gets more detailed, the numbers will begin to more accurately reflect the project's potential impacts. As an example, he noted that the ground is very rough up on the bluff and as the design for C-2 progresses the impacts to forested and agricultural lands would almost certainly increase.

Also emphasized was the fact that designated lands along IL 29 would potentially be impacted by Alternative C-3 but not C-2. The point was made (subsequent to a question by Steve Hamer/IDNR) that these numbers reflect IDNR's survey to more accurately identify the property lines of some designated lands along the existing alignment.

Dan discussed residential and commercial impacts noting that the number of residential impacts for Alternatives C-2 and C-3a are comparable. Alternative C-3a has a greater number of commercial impacts because it is located in Sparland's small commercial area. In response to a question about impacts in Sparland, Dan noted that the project team selected impacts to the commercial area of Sparland east of IL 29 to avoid a much greater number of residential impacts by staying on existing IL 29.

Dan reviewed where the impacts to farmland were located. Steve Hamer/IDNR asked whether the central section alternatives had been refined. Dan replied that they still reflect the bands shown on the map. Pat Kirchhofer/Farm Bureau asked how many additional traveling miles would be introduced with Alternative C-2 vs. C-3. The project team was unsure of the exact amount and offered to provide that number at a later date. After the meeting, that number was identified as 1.5 miles.

#### North Section Alternatives Refinement and Design

Dan introduced Paula Green/IDOT who then reviewed the progress that has occurred in the north section.

Paula Green emphasized that more detailed design has occurred for the north section alternatives than the central and south and therefore, the impacts identified for north section alternatives are more accurate than those for the central and south.

Paula began with the Henry bypass alternatives noting that Alternative H-3 had been dropped and H-4 has been carried forward because it is closer to town. Henry has expressed a preference for an alternative that is within 0.5 mile of town. Alternative H-4 also has fewer impacts on farmland. Paula explained the typical section for the proposed bypass noting that it was similar to a typical section for an interstate facility but at-grade access would be provided. She compared impacts associated with H-3 and H-4 noting that while there is less acreage required for H-4 than H-3, there are higher impacts to most resources except for total farmland required. Paula restated that Alternative H-4 was being carried forward

because Henry supports it and it has slightly fewer impacts to farmland than Alternative H-3.

Paula then outlined the major issues involved with the Henry Bypass including agricultural, floodplain and wetland impacts. She noted that farm severances are higher than anticipated with an alignment that follows a section line because in the Henry area the property lines do not uniformly follow section or half-section lines. Shifting the alignment further east would not reduce the number of severances. Access points are in the development stage, but current interchanges will remain at Western Avenue and some other points. Access to certain farms has presented a challenge which has yet to be worked out. Attempts will be made to minimize irrigation disruption on those farms that have pivot irrigation systems.

Regarding Crow Creek floodplain impact, the amount and type of impact was reviewed. Concern was raised that the Crow Creek floodplain impact may be longitudinal (not yet officially determined) and that there is a potential for impact to a high quality wetland. Because the wetland is high quality, that raises the mitigation ratio to 5 times the amount of impact. The impact to a high quality wetland and floodplain longitudinally presents reason to further refine the alignment at this location.

Paula reviewed the alternatives in the Putnam area shown at the last TAC meeting and the refinements since then. She explained that N-4, the Putnam Bypass, was dropped from further consideration because it presented the most impacts compared to the other options and no real support was shown for it at the first public information meetings. It was then explained that the two other options from last meeting, N-2 which maintains IL 29 on existing alignment, and N-2a, which relocates the railroad to the east, were developed into 5 variations, N-2A through N-2E. Paula further explained that all of the alignments are the same from the north end of the Henry bypass to approximately 0.5 mile south of Miller Anderson Woods. In the Miller Anderson Woods vicinity, no right-of-way would be taken from the Nature Preserve and no permanent work would be pursued west of the western drainage ditch. Todd Bittner/IDNR asked for further explanation of what it meant to not have permanent changes to the western slope. Paula responded by saying temporary easements may be required to temporarily access that area during construction of retaining walls or fix the slope at that location.

Paula presented the typical section through Putnam and noted that it is similar to that of the Henry bypass. She also discussed the three access options for Putnam. A main consideration in the design options was maintaining safe access to the grain elevator east of IL 20. Paula requested that meeting attendees provide the project team with input on the Putnam access options after they had reviewed the exhibits.

Paula identified the major issues between north of Putnam and 0.5 mile south of Miller Anderson Woods, including the farmland impacts, the existence of Senachwine Creek floodplain and a potentially historic farm.

The differences between the alternatives in the vicinity of the Miller Anderson Woods were reviewed including railroad relocation vs. no railroad relocation; median width; and retaining wall or no retaining wall. The typical sections for each of the alternatives were reviewed. Paula indicated that Alternative N-2A (which has a 100-foot railroad relocation to the east) was the best engineering design, but had the highest environmental impacts.

Alternative N-2D did not relocate the railroad, however, it would encroach on railroad right-of-way. Additionally, two retaining walls would be necessary and the drainage system will be closed because no room exists for a ditch between the retaining wall and the railroad tracks. The question was raised about whether the proposed drainage systems would be longitudinal or not. Jim Jodie reviewed the two (closed) drainage options for N-2D which include only a pipe running parallel to the existing roadway with an outlet north or south of the segment or in addition to the longitudinal pipe, providing a pipe perpendicular to the roadway and underneath the railroad with the outlet to the east of the railroad. Todd Bittner/IDNR asked if there would be closed drainage for N-2E. The response was no, Alternative N-2E has room available for a drainage ditch. Tom Lerczak/INPC asked what the main issue associated with having a center barrier median would be. Mr. Jodie responded that safety is the main issue; a center barrier median coupled with a smaller cross section tend to give motorists a closed-in feeling. Terry Savko/IDOA asked if buses would be able to turn with a barrier median. The answer was that access is limited to right-turns and no opportunity for crossing over or executing U-turns exists for N-2E. Heidi Woeber/USFWS asked if there were any similar examples where a barrier median was used. US 24 in Bartonville was given as the example. Newton Ellen/USEPA asked if there would be any treatment for roadway runoff before it exited the closed drainage system and entered into the streams. Jim noted that the project team had not conducted enough design work to address that issue. Options include sediment basins or erosion control devices. Steve Hamer/IDNR asked if the impact to natural areas in the Miller Woods area was attributed to the portion of the natural area within the existing right-of-way. Paula responded that the INAI site is shown to cross the roadway and approximately 10 acres crosses the existing right-of-way.

Paula outlined the general impacts associated with the five Miller Anderson area alternatives. She identified Alternative N-2A again as having the highest amount of impacts and N-2E having the lowest amount of impacts with those in between gradually diminishing in impact. Wetland and floodplains were highlighted. Cost figures were reviewed; N-2C was identified as having the highest cost. Jason Cowin/FHWA asked whether the cost figures took into account the cost of relocating the railroad. Jim indicated the costs did include railroad relocation. He expanded on the discussion by reviewing what was shown at the last meeting which was the two extreme examples (compressed cross-section vs. railroad relocation and the widest possible cross-section the cost of both including the purchase of wetlands, natural area, etc.).

Paula then reviewed natural area and threatened and endangered species impacts. Todd Bittner asked why there was no difference in the distance between the railroad and the eagles nest between N-2D and N-2E. The response was that it is the same as the existing distance and the railroad was not being relocated by either alternative so the number would not change. John Betker/Corps asked if the project team has a preferred alternative yet. Paula replied that no preferred alternative has been identified, and that input from the meeting would be used in making that decision.

Paula finished the alternatives overview by reviewing the wetland impacts for the various alternatives. Patrick Kirchhofer/Farm Bureau asked if the wetland mitigation ratio was 5.5:1 within natural areas. Paula answered yes, the 5.5:1 ratio applies for wetlands with FQIs greater than or equal to 20, located within natural areas, have a Coefficient of Conservatism

greater than 4 or has a threatened or endangered species present. Mr. Kirchhofer also asked if it was required to buy a wetland within the same location as the one taken out. The response was that it did not, but the decision about where mitigation wetlands would located had not been made yet.

Steve Hamer/IDNR indicated that Todd Bittner had obtained new species data since the publication of the INHS report including the identification of a Blandings turtle at Goose Lake. Todd indicated the new data should be in the INHS database. Charles Perino/IDOT said that INHS has been instructed to review the project corridor in 2004 for Blandings turtles as well as the four-toed salamander. Todd also noted the likelihood that a cirulean warbler found in the corridor may be listed on the endangered species list, but that no further action would be taken until it is listed. Charles also indicated that the endangered species list would be reviewed within the next year or so for any new listings.

Todd requested that a detailed hydrologic study be conducted to better understand the proposed improvements' potential impact on groundwater flow and species that rely on groundwater. He noted that retaining walls have the potential to block the natural flow of groundwater or lower groundwater levels by breaking through the clay layer that may exist. Eric Therkildsen/IDOT noted that the retaining wall may not extend deeper underground than the roadway. However, oftentimes, walls that extend below the surface have pilings that allow for water to migrate around them as opposed to just being a solid wall under ground. Tom Lerczak reiterated a concern that any construction east of the highway could break a clay layer thereby impacting the hydrology of Miller Anderson Woods, specifically creating a situation where area wetlands would not retain the water they currently hold. He further suggested that relocating the railroad may impact drinking water resources. Eric asked if there was a precedent for the hydrologic study requested by DNR. Charles noted that this had been done in Black Partridge Nature Preserve. Tom Brooks/IDOT said that in that case, however, the seeps were below the highway whereas in this case, the seeps are above the highway. He also suggested that the ISGS be included to review the hydrology in the area and confer with IDNR to address this issue. Charles indicated that DNR's concerns were justifiable because in still another situation in McHenry County, excavation broke through the clay layer and drained a nearby lake within a park. Paula suggested that IDOT, IDNR, ISGS all get together to address this.

Paula requested input from the attendees on the options still under consideration in an effort to narrow down the number of alternatives to carry forward beginning in Putnam with the 3 access options. Patrick Kirchhofer suggested that as much existing right-of-way be used as possible. Paula said that this was part of the plan. New right-of-way would be acquired to the west, which would result in a row of buildings being displaced. Terry Savko asked what the proposed speed would be through Putnam and expressed concern over trucks entering and exiting the roadway. Paula noted that it would be 65 mph, the same as the rest of the roadway. John Anderson/IDOT noted the similarity with the US 24 in Kingston Mines. Paula informed the attendees that long turn lanes will be provided for trucks accessing the property.

The discussion turned to the alternatives near the Miller Anderson property. A few attendees expressed interest in having as narrow a cross-section as possible. Steve Hamer/IDNR indicated their preference for N-2D and N-2E. John Betker/Corps and Heidi Woeber/USFWS agreed. Heidi also reiterated the interest in tree-planting for mitigation for

the loss of forested area around the bald eagle's nest. Newton Ellens/USEPA said that safety was the primary interest and if a barrier median did not meet safety standards, mitigation for wetland or natural area taken would be required.

Paula ended the presentation by previewing the next steps in the project. More detailed work on north section alternatives would continue and central section alternatives would be designed further. Design work on the south section would begin in the fall. The next TAC meeting would occur in the spring at which time more detailed design on central section alternatives would be presented. Steve Hamer asked if the north section would be revisited at the next TAC meeting. Paula noted that this information could be presented. Also proposed in the spring is the next set of Public Information Meetings (after the TAC meeting). The Draft Environmental Impact Statement is proposed to be complete by spring of 2005. The question was raised about whether or not the south section would be shown at the PIMs; the answer was no, it is not slated to be developed by then. John Betker asked when the next NEPA/404 meeting would be held. Paula said that the next NEPA/404 merger meeting would occur after the south section was completed. She indicated that an alternative was to have the next NEPA/404 merger meeting after the Public Hearing, which would occur after the DEIS is submitted next spring.

A discussion ensued over whether or not the Corps representative needed to be present at the TAC meetings, because the NEPA/404 merger meetings were set up to keep the agencies informed and involved throughout the process. No real divisive issues (from the Corps's perspective) would require agency representative's presence at the TAC meetings.

The meeting was adjourned by Paula.



CH2MHILL

# ATTENDANCE ROSTER

SUBJECT IL 29 TAC Meeting

MEETING DATE January 20, 2004

| NAME                         | REPRESENTING    | ADDRESS, PHONE & E-MAIL  |
|------------------------------|-----------------|--|
| Jason Cowley                 | FHWA            | 3250 Executive Park Drive<br>Springfield, IL 62703 217-492-4622            |
| Patrick Kallala              | Farm Bureau     | 1716 N. University, Peoria, IL 61604                                       |
| Barb Jaeger                  | IDOT-BDE        | Central Office   |
| Barbara Stevens              | IDOT-BDE        | Central Office   |
| Charles Perino               | IDOT-BDE        | Central Office   |
| Tom Brooks                   | IDOT-BDE        | "  |
| Paul Niedzwiedz              | "               | "  |
| Michelle Simon               | IDNR            | 215 N 5th St Peoria IL 61604<br>309-347-5719                               |
| John Anderson                | IDOT            | 671-3493   |
| Terry Sawko                  | IDOA            | Statefair grounds Springfield 62794-9881                                   |
| <del>Paul Throckmorton</del> | <del>IDNR</del> | <del>Peoria</del>  |
| Glen Kruse                   | IDNR            | Spfld 217-785-8891   |
| Tom Lerczak                  | INPC            | 11500 E. COUNTY ROAD 1950 N 309-593.<br>P.O. Box 590 HAVANA, IL 62644 2744 |
| John Becker                  | CORPS           | Rock Island  |
| Heidi Wacker                 | FAU5            | Rock Is.   |
| Paula Green                  | IDOT-DIST 4     |  |
| Greg Larson                  | IDOT-D4         | Peoria 671-3479  |
| Todd Bither                  | IDNR            | Oglesby 815/224-8219   |
| Steve Hamer                  | IDNR            | Spfld 217-785-5500   |
| Dan Dupes                    | CH2M HILL       | 414-272-2426   |
| Jim Jodie                    | CH2M HILL       | 773-893-3800 x214  |
| Kim Kolacz                   | CH              | 773-621-2800 x295  |
|                              |                 |  |
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|                              |                 |  |



SUBJECT IL29 TAC Meeting

MEETING DATE January 20, 2004

[illegible]**CH2MHILL**

|            |                                 |                          |
|------------|---------------------------------|--------------------------|
| ATTENDEES: | Mike Lewis / IDOT               | Tony Colvin/ Farm Bureau |
|            | Barbara Stevens / IDOT BDE      | Larry Rice/ Farm Bureau  |
|            | Barb Traeger / IDOT BDE         | Paula Green/ IDOT        |
|            | Charles Perino/ IDOT BDE        | Eric Therkildsen/ IDOT   |
|            | J.D. Stevenson/ FHWA            | Dan Dupies/ CH2MHILL     |
|            | Steve Hamer/ IDNR               | Kim Kolody / CH2MHILL    |
|            | Paul Niederhauser/ IDOT BDE     | Jim Jodie/ CH2MHILL      |
|            | Tom Lerczak/ INPC               | Randy Timmons/ IDNR -    |
|            | Terry Savko/ IL Dept of Agric.  | Forestry                 |
|            | Todd Bittner/ IDNR              | Newton Ellens/ U.S. EPA  |
|            | John Anderson/ IDOT             | Maureen Addis/ IDOT      |
|            | Patrick Kirchhofer/ Farm Bureau |                          |

DATE: June 09, 2004

A resource agency meeting was held in the Training Room at the District 4 offices in Peoria on June 9, 2004. Mike Lewis began the meeting by welcoming technical committee members and covering a few house-keeping issues. He then asked the group to consider whether another meeting in fall/winter 2004 to review additional design work in the South and Central Sections would be beneficial.

A summary of the comments for the remaining agenda items is found below.

Dan Dupies updated the group on the various field investigations in progress. He noted that the INHS is using the 2004 field season to continue gathering data on a range of mammal, bird (eagle focused), fish and mussel, plant and reptile/amphibian species, as well as collecting information on wetlands (in the North and South Sections), cover type (in the South Section) and water quality not previously documented.

Charles noted that an aerial eagle survey was conducted along the Illinois River, in and beyond our study area. To date, 10 eagle nests were found, nine of which were active. Todd Bittner said that he had located an eagle's nest in Miller-Anderson Woods west of IL 29 toward the south end of the property. The find is documented in DNR's database. Todd noted that the recent find could expand the boundaries of the natural area if the nest were to be active for two years.

Todd asked whether INHS' survey work included Blandings turtle surveys in the north project area. Charles indicated that INHS is looking for Blandings. He estimated that the survey work for the year was about 50 percent complete.

A-43

Dan noted that an interim report had been prepared documenting the archaeological findings. Nearly 300 acres have already been surveyed in 2004 with four new sites located. Of the 12 burial mounds located during the survey, none would be affected by the proposed IL 29 improvements. Dan said that the planned groundwater survey in the Miller-Anderson Woods area will not start until eagle hatchlings nearby have fledged.

### Agenda Item 2 - North Section Update

Kim Kolody described the revisions to the North Section (Henry Bypass and north of bypass to I-180) since the last Technical Advisory Meeting. Kim noted that additional design work along the Henry Bypass included drainage work and refinements to the right of way. North of the Henry Bypass, access to the Brewmaster Restaurant was changed to avoid a wetland seep. It was pointed out that the seep was not delineated during the 2003 delineation work. It will be delineated during this year's field work. Kim also indicated that wildlife crossings are being considered in the Miller-Anderson Woods area.

Todd Bittner asked how the IL 29 would drain in the Miller Anderson Woods area. Kim responded that the road (2 lanes in each direction) would drain east and west away from the barrier median. Todd reinforced his concern about losing the trees on the east side of IL 29 within the railroad right of way. He noted that the trees provide a screen for the eagle nest to the east. He reminded the group that the FWS guidance on protecting eagle nests prohibits tree cutting within 0.25 mile of the nest. The tree clearing along the east side of IL 29 would be within the 0.25-mile boundary. Todd also noted that he has located another eagle nest west of IL 29 in Miller Anderson Woods (half way up the bluff). If the nest is occupied for two years, Todd noted that the natural area designation west of IL 29 would be extended to include the area required by the FWS' three concentric rings around an eagle's nest.

Todd asked what would happen along the west side of IL 29 adjacent to Miller Anderson. Jim Jodie responded that guardrail would be installed along the west side and that no work would be needed west of the existing west shoulder. Jim noted that to reconstruct the culverts beneath IL 29, a backhoe would have to work downslope of the west shoulder. The effects of the culvert work would be minor and temporary. Todd said he has seen the impacts of culvert work on other projects and wants to minimize those impacts on Miller Anderson.

### Agenda Item 3 - Central Section Update

Kim described the progress in the Central Section along existing IL 29, including the interchange concepts north of Chillicothe and in Sparland. Kim noted the areas where the compressed typical section and retaining walls are proposed to minimize impacts to IDNR property.

Todd asked where the proposed retaining wall would be at County Line Hill Prairie Natural Area. Kim stated that the retaining wall would be largely within existing right of way with small strips beyond the existing right of way to allow for a maintenance area (approximately 15-foot-wide) behind (west) of the retaining wall.

Tom Lerczak (INPC) indicated that the potential impacts to IDNR's Land and Water Reserve property west of IL 29 (south of Sparland) would have to be presented to/approved by the

Nature Preserve Board. For the Board to grant IDOT approval to impact the Land and Water Reserve, Tom noted that IDOT would have to demonstrate that there is no prudent and feasible avoidance option. Todd stated the key will be whether the project/proposed impact meets the "imminent public necessity" test in the Nature Preserves law. The Nature Preserve Board is comprised of nine individuals approved by the Governor. The Board registers property and meets four times a year. Tom felt it would be better to present the project's impacts to the Board sooner rather than later. Charles Perino stated it would be beneficial if IDNR were at the hearing with IDOT to tell the Board that the potential 0.3-acre impact to the Land and Water Reserve would not be a loss to the property. It has been Charles' experience that, without IDNR at the Board presentations, IDOT's requests are not well received. The next Nature Preserve Board meeting will be in August in Champaign.

Larry Rice was concerned that IDOT will do whatever they want at the Sparland interchanges regardless of IDNR's concerns about impacts to their property there. Steve Hamer requested a copy of the Sparland interchange exhibits to allow the field staff to better understand the potential impacts. Todd asked if there is any Sparland interchange concept that does not affect IDNR's property in the northeast quadrant of the IL 29/17 interchange. It was noted that every concept affects the northeast quadrant although the extent of the impact varies among alternatives. The question was asked whether it is possible to improve the existing alignment through Sparland using the compressed typical section. It was noted that because IDOT was trying to develop a 65 mph facility, improving the existing alignment through Sparland would not be possible. Pat Kirchhofer (Farm Bureau) said that Sparland interchange concept 2 had the fewest agricultural impacts although it has notable residential impacts, essentially the first row of houses on the west side of IL 29.

Jim Jodie then described the latest work on the Bluff Alignment. He described the cuts and fills associated with the Bluff Alignment on the south and north ends of the alignment. Jim noted that on the north end there could be up to 50-foot cuts and fills before rejoining IL 29 near Crow Creek. When asked about the width of the roadway in the cut and fill sections, Jim responded that the highway could be 150-foot-wide on either side of the centerline.

Dan then reviewed the impact summary table for the Central Section. He noted that, in general, the Bluff Alignment affects agricultural land and the improvements along existing IL 29, while it affects agricultural land, has greater impacts on wetlands, floodplains, and IDNR properties. Pat noted the amount of agricultural acreage affected with the Bluff Alignment and asked whether IDOT had considered using a 22-foot-wide median to reduce the impacts. He also asked whether there were any studies comparing the safety benefits of a 22-foot-wide median compared to a 50-foot-wide median. John Anderson responded that he was not aware of such a study, but noted that a 50-foot-wide median is preferred when possible because its wider median provides safer storage for farm vehicles and other large vehicles. Tony Colvin (Farm Bureau) asked what designation IL 29 has in Chillicothe. John responded that it is a 4-lane facility, but not capable of accommodating 65 mph traffic. He went on to note that the more access allowed along a road, the greater the potential for crashes.

Todd asked whether any viburnum was located along the Bluff Alignment. Charles responded that none were located, but that studies were continuing this field season.

Randy Timmons (IDNR) asked when cost estimates for the Central Section (project) could be expected. Paula Green stated that it would be several months before cost estimates would be generated.

#### Agenda Item 4 - Senachwine Creek and Crow Creek Floodplains

Kim reviewed the work the team is conducting to better define the project's potential floodplain impacts at Senachwine Creek (south) and Crow Creek. She gave a brief description of the work involved in developing a more accurate 100-year floodplain elevation for Senachwine Creek. Kim noted that the proposed IL 29 improvements would result in longitudinal encroachments on the Senachwine Creek and Crow Creek floodplains. The project team is evaluating alternatives to minimize floodplain impacts, including considering locations to compensate for lost floodplain storage.

#### Agenda Item 5 - Wildlife Crossings

Kim noted that wildlife crossings have been located in the North Section and include expanded bridges that would accommodate deer and other wildlife adjacent to the bridge embankment and box culvert passages. Planning for wildlife passages is not as advanced in the Central or South Sections. The locations of the crossings will be largely driven by the high roadkill areas as identified during DOT's survey. The wildlife crossings will continue to be refined as design proceeds in each section.

Larry Rice asked about the trapping effect of the median barrier that is proposed in portions of the Central and North sections. Paula noted that a barrier design is used in California that allows wildlife to move through the median. This possibility will be investigated on this project.

#### Agenda Item 6 - South Section Update

Kim explained that the project team developed a refinement to Alternative S-6 in an attempt to reduce the number of farm severances in the South Section. The revised alternative is known as S-6c and it is being compared to Alternative S-6b which generally follows the original alignment in the South Section. Alternative S-6c had a more east-west orientation than S-6b east of Old Galena Road. It was aligned east of Galena Knolls Subdivision before rejoining Alternative S-6b near the proposed McGrath Road interchange. The downside of Alternative S-6c may be its proximity to Galena Knolls Subdivision and its potential noise impacts.

In reviewing the South Section impacts, Dan noted that the impacts are almost exclusively to agricultural land. Pat Kirchhofer (Farm Bureau) reinforced his desire to use existing IL 29 rather than the west Chillicothe bypass as a means of reducing agricultural impacts. John Anderson explained that it was not possible to improve IL 29 through Chillicothe to a 65 mph facility without substantial impacts to the community. Patrick stated that because of the proximity of existing IL 29 and the proposed bypass a number of Chillicothe businesses would leave the community and locate along the bypass.

#### Agenda Item 7 - What's Next

Dan encouraged TAC members to attend the planned second public information meeting. He also noted that it would be helpful to have their input on whether another TAC meeting later in the year would be helpful. Todd thought it would be appropriate to meet in the fall to work through issues such as the project's impacts to IDNR properties. Terry Savko and Patrick agreed.

Todd asked when TAC members would be able to review the DEIS. Paula responded that the preliminary DEIS would be delivered to DOT in late spring 2005. Three to six months after that it should be available for public and agency review.

Terry (IL Dept. of Agriculture) asked whether a separate agricultural technical report would be prepared as part of the project. Paula said that all agricultural analysis would be included in the DEIS.

Tony asked whether the comments received at the upcoming public information meeting are taken into consideration in making future alternatives decisions. J.D. Stevenson said that the public comments are considered by DOT, but that the process is not one where the most "votes" sets the course DOT must follow.

Larry Rice indicated that DNR would begin considering mitigation possibilities. He asked whether the project's wetland mitigation could be done locally rather than offsite. Paula indicated that is possible, but noted the potential difficulty of finding a suitable mitigation site in an area that has as many wetlands as the project area does. Tom Lerczak asked if it would be possible for DOT to mitigate by providing funds to upgrade existing properties rather than purchasing "new land." Paula indicated that approach would be possible.

Todd did not agree with the assessment that there are no wetland mitigation opportunities in the project corridor. He noted agricultural land in the Miller-Anderson Woods area that could be restored to wetlands. Charles pointed out that wetlands that are being farmed do not qualify as wetland mitigation sites for DOT. Todd asked if the wetland bank near Spunky Bottoms is the project's only mitigation site. Charles indicated that the bank is only used if onsite mitigation is not successful. Todd said DNR would examine areas in and around Sparland and the general project area in an effort to keep wetland mitigation local.

Charles said that DOT can use conservation easements in perpetuity as a mitigation option and receive full credit. Patrick asked if there is a time limit on the conservation easements. Charles responded that the easements must be in perpetuity for DOT mitigation purposes. Todd asked if DOT land can be used for mitigation. Paula said it could be. Paula also noted that capital improvement projects such as boat landings can also qualify as mitigation. Steve Hamer stated that if DOT would buy forested land and turn it over to DNR, the land could not be used as tree replacement mitigation because under that scenario there would still be a net loss of trees.

Randy Timmons asked whether land purchased by DOT for DNR would come with any restrictions. Paula responded that she did not know of any restrictions.

Newton Ellens (U.S. EPA) asked whether summaries from the upcoming public information meeting would be available at the next TAC meeting. Paula said a summary would be available.

Larry Rice asked if there are funds to construct this project. John Anderson said there were not any construction funds, only funds to complete the EIS phase. Larry asked what happens to property owners who are unable to sell their houses (properties) because they will eventually be acquired by the project. John said that DOT's hardship policy could allow the early acquisition of properties.

A question was asked about how long the EIS is in force after it is completed. Charles replied that it really does not have a "shelf life." It can be re-evaluated to account for changing conditions in the study area.



CH2MHILL

## ATTENDANCE ROSTER

SUBJECT TECHNICAL AGENCY COMMITTEE MEETINGMEETING DATE JUNE 9, 2004

| NAME               | REPRESENTING      | ADDRESS, PHONE & E-MAIL  |
|--------------------|-------------------|--|
| Mike Lewis         | IDOT - DISTRICT 4 | 401 MAIN, PEORIA, IL 61602   |
| Barbara Stevens    | IDOT - BDE        | IDOT Springfield 2177854245  |
| Barb Traeger       | IDOT - BDE        | IDOT, Spfld. 217/785-0202  |
| Charles Perino     | IDOT - BDE        | IDOT, Spfld 217/785-2130   |
| JD STEVENSON       | FHW A             | SPRINGFIELD 217-492-4638   |
| Steve Hamer        | IDNR              | SPRINGFIELD 217-785-4862   |
| Pam Niedernhofer   | IDOT - BDE        | Springfield 217-524-1651   |
| Tom Leruzak        | INPL              | 11500 E. CR 1950W P.O. Box 590<br>Havana, IL 62644 309-543-2744  |
| Terry Savko        | IL Dept of Agr.   | Springfield, IL 217.785.4458   |
| Todd Bittner       | IDNR              | Oglesby IL 815/224-8219  |
| John Anderson      | IDOT              | 309-671-3493   |
| Patrick Kirchhofer | Farm Bureau       | 1716 N. University, Peoria   |
| Tony Colvin        | IDNR              | 236 St. Rt 26, Lacon (309) 246-8351  |
| Larry Rice         | "                 | "  |
| Paula Green        | IDOT              | 401 Main Peoria, IL 309-671-3478   |
| ERIC THERKLOSEN    | IDOT              | " 309-671-3491   |
| DAW DRIES          | CH                |  |
| KIM KLODY          | CH                |  |
| JIM JOOLE          | CH                |  |
| MADDY TIMMONS      | IDNR-FORESTRY     | IVCC Bldg 11 - 815 N. ORLANDO Smith Ave<br>Oglesby, IL 61348-9692 TIMMONS@IDNR.ILL<br>77 W. Jackson Blvd. (B-19J) Chgo, IL<br>60604 - 312/353-5562 - ELLENS, NEWTON@EPA.GI |
| Newton Ellens      | U.S. EPA          |  |
| Maureen Adda       | IDOT/D4           |  |
|                    |                   |  |
|                    |                   |  |
|                    |                   |  |

FW IL 29-Cumulative Impact Study Boundaries.txt

-----Original Message-----

From: Green, Paula A [mailto:GreenPA@dot.il.gov]  
Sent: June 18, 2004 10:36 AM  
To: John Betker-USCOE; Heidi Woeber-FWS  
Cc: Dupies, Dan/MKE; Stevens, Barbara H; STEVE HAMER; Stevenson, Jerry; Newton  
Ellens - USEPA; Savko, Terry  
Subject: IL 29-Cumulative Impact Study Boundaries

The attached information was given to the NEPA/404 members who were at the June 9th Tech. Advisory Committee meeting.

The material concerns the limits being set for the cumulative impact analysis portions of the EIS.

Please review the material and let me know by July 15th if you are in agreement with the boundaries set.

Paula Green  
Illinois Department of Transportation  
401 Main, Peoria, IL, 61602  
Phone: 309-671-3478 - Fax: 309-671-3498  
email: greenpa@dot.il.gov

-----Original Message-----

From: Green, Paula A [mailto:GreenPA@dot.il.gov]  
Sent: July 01, 2004 11:14 AM  
To: Ellens.Newton@epamail.epa.gov  
Cc: Dupies, Dan/MKE  
Subject: RE: Map of Analysis Area for Indirect and Cumulative Impacts from the IL 29 Project

Our response is attached

Paula Green  
Illinois Department of Transportation  
401 Main, Peoria, IL, 61602  
Phone: 309-671-3478 - Fax: 309-671-3498  
email: greenpa@dot.il.gov

-----Original Message-----

From: Ellens.Newton@epamail.epa.gov [mailto:Ellens.Newton@epamail.epa.gov]  
Sent: Monday, June 28, 2004 12:41 PM  
To: Green, Paula A  
Cc: John Betker-USCOE; Heidi Woeber-FWS  
Subject: Map of Analysis Area for Indirect and Cumulative Impacts from the IL 29 Project

This message is in response to your request for feedback on the map of the analysis area for indirect and cumulative impacts from the IL 29 project. It is difficult to tell if the proposed analysis area provided covers the "universe" of possible indirect and cumulative impacts. The final map should include information describing how the analysis area was developed. I have a few questions that are intended to assist you in developing and justifying your boundary for the analysis area:

For Cumulative Impacts:

Does the analysis area include resources which have been impacted in the past? Where and what are the sources of impact?  
Does the analysis area include resources which are being impacted now? Where and what are the impact sources?  
Does the analysis area include resources which may undergo reasonably foreseeable impacts? Where and what are the impact sources? What is the justification (e.g. land use plans) for the anticipated future activities?  
What is the time frame used to evaluate cumulative impacts?  
What threshold is used to determine a significant impact? (e.g., sedimentation amount, reduced wetland quality, etc.)

Page 1

For Indirect Impacts:

what and where are indirect impacts expected? (e.g., range of salt spray, areas of polluted run-off, noise receptors, areas for possible residential/commercial/industrial development)  
where and what resources may be affected by indirect impacts? (e.g., Illinois River and its tributaries, ground wells, natural areas, forest land, residential and commercial property, farmland)

If you have any questions, please call.

Newton Ellens  
Environmental Protection Specialist  
U.S. Environmental Protection Agency (B-19J)  
77 West Jackson Boulevard  
Chicago, Illinois 60604  
(312) 353-5562

IL 29, Cumulative and Indirect Impacts  
Newton Ellens  
USEPA

Cumulative Impacts:

1. Does the analysis area include resources which have been impacted in the past? Where and what are the sources of the impact?

Answer: Yes, there has been a loss of wetlands, prairies, forests, and wildlife in the past. The area streams have been modified by channelization and/or land clearing activities. The Illinois River has been greatly impacted by the addition of sewage from Chicago, the establishment of the lock and dam system, maintenance dredging, and the siltation of the adjacent lakes. These impacts have occurred throughout the project area as depicted on the analysis map. The sources of impact have been conversion to agricultural land, conurbation, and transportation (roads, railroads, and barges).

2. Does the analysis area include resources which are being impacted now? Where and what are the impact sources?

Answer: This question is harder to answer. We specifically do not know if any of these resources are currently being impacted. The study area appears to have been relatively stable over the last 40 years. The area can be characterized as losing population and is economically stagnant. There are some potential projects involving sand and gravel mining. Various agencies (EPA, IDNR, NRCS) have restoration projects ongoing in or adjacent to the study area. These include stream bank stabilization (Crow and such Creeks) and wetland restoration guides. The current state administration has a plan to develop infrastructure and commerce along the Illinois River, upgrade the lock and dam system, promote ethanol production, protect the Illinois River for future generations, and develop and promote attractions along the Illinois River. The City of Henry would like to become an international port. Harder to gauge is the management practices of the wildlife refuges and other properties in the project area and the effects they have on wildlife and wetlands.

3. Does the analysis area include resources which may undergo reasonably foreseeable impacts? Where and what are the impact sources?

Answer: Yes. If any of the economic activities mentioned above come to fruition it could cause losses to wetlands, forested areas and wildlife.

4. What is the justification (e.g. land use plans) for the anticipated future activities?

Answer: The project area does not have any land use plans, either at the municipal or county level. We are in the process of constructing cover type maps of the area for the period of 1939/1940, 1969/1970, and 2002. From these maps we will analyze the changes in cover types over the last 60 years. We will use the last map (2002) to predict the 2020 cover types.

5. What is the time frame used to evaluate cumulative impacts?

Answer: The analysis will range from 1820's to 2020.

6. What threshold is used to determine a significant impact? (e.g., sedimentation amount reduced wetland quality, etc.)

Answer: Thresholds have not been set, but with regards to wetlands, prairie, and forest it most likely will be acreage. Thresholds for wildlife will likely be based on relative abundance.

7. What and where are indirect impacts expected? (e.g., range of salt spray, areas of polluted run-off, noise receptors, areas for possible residential/commercial/industrial development).

Answer: Expected indirect impacts include salt spray, roadway runoff, and land use changes. Studies have shown that salt spray can travel up to 1,000 feet from the highway pavement.

8. Where and what resources may be affected by indirect impacts? (e.g., Illinois River and its tributaries, ground wells, natural areas, forest land, residential and commercial property, farmland)

Answer: All of the above.

-----Original Message-----

**From:** Green, Paula A [mailto:GreenPA@dot.il.gov]  
**Sent:** July 02, 2004 10:33 AM  
**To:** Duples, Dan/MKE; Kolody, Kim/CHI; Stevens, Barbara H  
**Cc:** Lewis, Mike; Larson, Greg V  
**Subject:** FW: IL 29-Cumulative Impact Study Boundaries

FYI

Paula Green  
 Illinois Department of Transportation  
 401 Main, Peoria, IL, 61602  
 Phone: 309-671-3478 - Fax: 309-671-3498  
 email: greenpa@dot.il.gov

-----Original Message-----

**From:** Betker, John G MVR [mailto:John.G.Betker@mv02.usace.army.mil]  
**Sent:** Friday, July 02, 2004 9:46 AM  
**To:** Green, Paula A  
**Subject:** RE: IL 29-Cumulative Impact Study Boundaries

Paula, I have reviewed the information you sent on cumulative impacts and the limits of analysis. We have previously discussed the general limits of this project and we concur with the limits you have set. Please keep us informed of further developments in this project. Thanks John Betker

-----Original Message-----

**From:** Green, Paula A [mailto:GreenPA@dot.il.gov]  
**Sent:** Friday, June 18, 2004 10:36 AM  
**To:** John Betker-USCOE; Heidi Woeber-FWS  
**Cc:** Dan.Duples@CH2M.com; Stevens, Barbara H; STEVE HAMER; Stevenson, Jerry; Newton Ellens - USEPA; Savko, Terry  
**Subject:** IL 29-Cumulative Impact Study Boundaries

The attached information was given to the NEPA/404 members who were at the June 9th Tech. Advisory Committee meeting.

The material concerns the limits being set for the cumulative impact analysis portions of the EIS.

Please review the material and let me know by July 15th if you are in agreement with the boundaries set.

Paula Green  
 Illinois Department of Transportation  
 401 Main, Peoria, IL, 61602

## Introduction

The purpose of this handout is provide background information on the indirect and cumulative impact analysis that will be included in the IL 29 EIS. The handout provides general background information on the topic, defines indirect and cumulative impacts and lists the resources for which indirect (or secondary) and cumulative impacts will be analyzed. This handout also includes an exhibit with the geographic area within which indirect and cumulative impacts will be analyzed.

Because there is more published information on cumulative impacts than indirect impacts most of the information in this handout focuses on cumulative impacts. The Council on Environmental Quality's publication, *Considering Cumulative Effects* is the source for information in this handout.

## Background Information

**Secondary impacts** associated with highway improvements are those that affect the natural or built environment beyond the immediate "footprint" of the highway improvements. Secondary or indirect effects are those that are "...caused by an action and are later in time or further removed in distance but are still reasonable foreseeable" (Title 40, *Code of Federal Regulations*, 1508.8). Such impacts include the reasonably foreseeable economic and land use changes that may occur later in time as an indirect result of implementing the reasonable range of IL 29 improvements. Secondary impacts may be positive or negative. Negative impacts have the potential to be offset through highway design features and a range of mitigation measures.

**Cumulative impacts** are those "...which result from the incremental consequences of an action when added to other past and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (Title 40, *Code of Federal Regulations*, 1508.7).

These impacts are less defined than secondary effects. The cumulative effects of an action may be undetectable when viewed in the individual context of direct and even secondary impacts, but nonetheless can add to other disturbances and eventually lead to a measurable environmental change. For example, degradation of a stream's water quality by several developments which taken individually would have minimal effects, but collectively would cause a measurable negative impact is considered a cumulative effect.

According to *Considering Cumulative Effects*, a project's cumulative effects analysis should focus on resources of national, regional, or local significance. The authors of the environmental document should "count what counts, not produce superficial analyses of a laundry list of issues that have little relevance to the effects of the proposed action or the eventual decisions."

In general, the cumulative effects analysis process is comprised of the four steps below:

- Step 1 - Identify the significant cumulative effects issues associated with the proposed action and define the assessment goals;
- Step 2 - Establish the geographic scope for the analysis;
- Step 3 - Establish the time frame for the analysis; and
- Step 4 - Identify other actions affecting the resources, ecosystems, and human communities of concern.

As noted, the geographic area within which indirect and cumulative impacts will be analyzed is attached. The IL 29 team will use 2030, the project's design year, as the "out year" to analyze indirect and cumulative impacts. The Illinois Natural History Survey will be gathering historic impacts to wetlands and other applicable natural resources to assist in the evaluation.

Indirect and cumulative impacts will be analyzed for the resources listed below.

- Agriculture
- Surface Water Resources/Quality
- Wetlands
- Plant Communities
- Wildlife Resources
- Threatened and Endangered Species
- Designated Lands

If you have any questions or comments about the indirect and cumulative analysis process for this study please contact Paula Green.